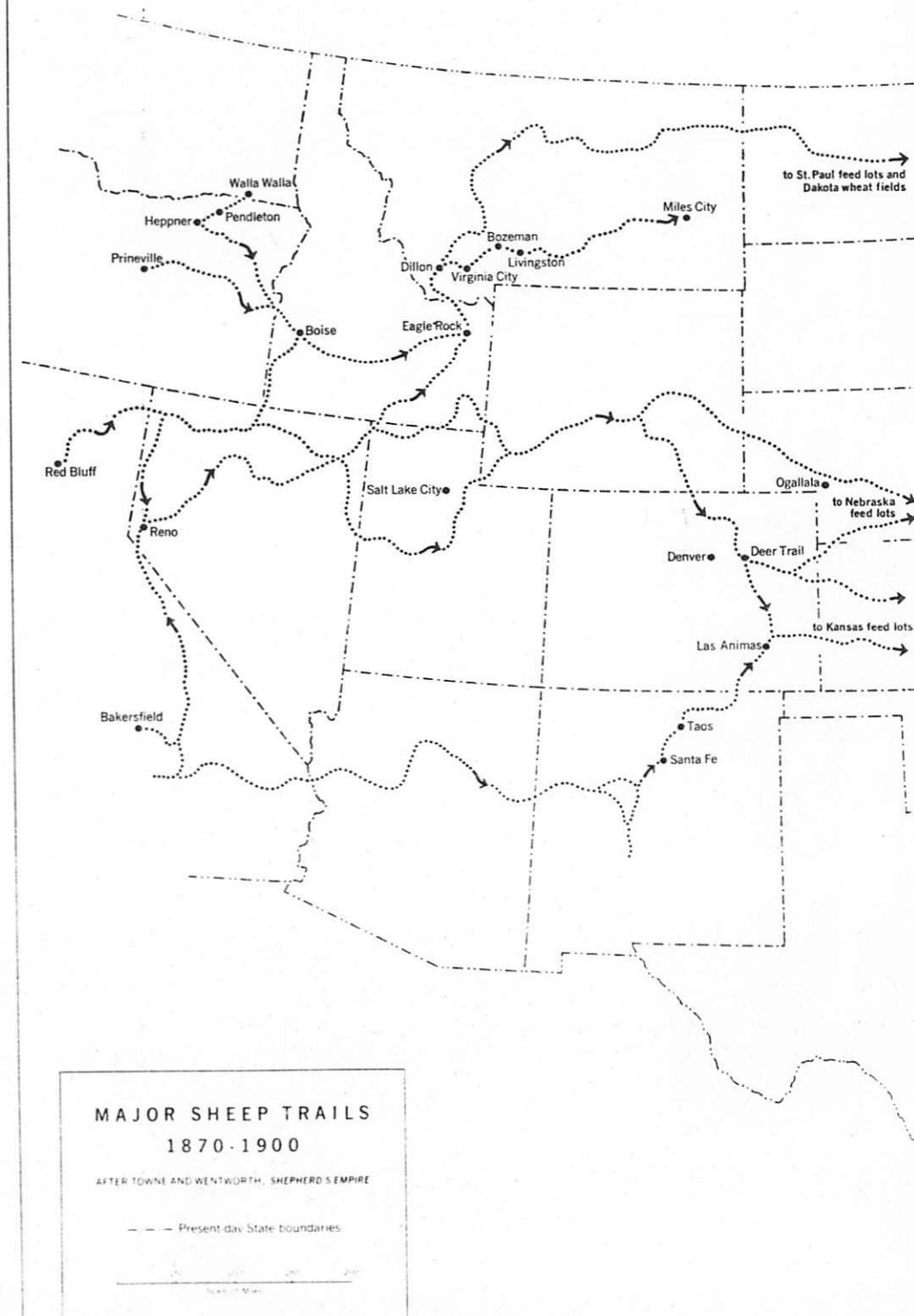


The sheep industry prospered because hungry easterners showed the same inclination after the Civil War to pay high prices for mutton that they did for beef. Also the sheepmen had the additional bonus of high prices for their wool. As they spread out over the West in search of new grazing lands for their flocks, they came into conflict with the cattlemen. In the eyes of the cowboy the sheepman was low on the human scale. A person who stooped to eat mutton, according to the cowpunchers, was known to have degenerate tendencies. The fact that dogs were used to herd sheep and that the herder walked, rather than rode a horse like a man, only added to the cowboy's scorn. The cattleman's contempt for the lowly sheep and the humble herder only served to heighten his rage when he encountered the despised "woolies" contentedly grazing on the grass he claimed by right of prior use—if not by the "natural" priority of cattle over sheep.

According to cattlemen, sheep had a gland between the two halves of their hooves that secreted a foul-smelling fluid. They claimed that cattle would not graze on grass contaminated with this scent. The cattle were really not quite so sensitive. In fact they would graze side by side in the same pasture with sheep. But the hostility between cattlemen and sheepmen intensified. Perhaps the real cause of the cattlemen's hatred was the growing scarcity of grass. The "woolies" were extremely destructive to a range—especially to one that was overstocked. They industriously cropped the grass down to the roots, and their sharp little hooves destroyed the roots.

Attempts by sheepmen to find grazing lands were usually met with violence and the sheep driven from the range. Murders of shepherds and the slaughter of their flocks were not uncommon. In the Tonto Basin of Arizona a bloody range war broke out. During 5 years of hostilities, which degenerated into a feud between two families, every law-abiding rancher left the region and more than 30 cattlemen and sheepmen died. In Wyoming, along the Green River, the introduction of sheep likewise led to violence. Masked cattlemen attacked four sheep camps during the night, tied the herders up, and clubbed nearly 8,000 of the hated "woolies" to death.

In a country ruled by cattlemen the sheepmen received little protection from the law. The sheepmen quickly discovered that,





Sheep, like cattle, were driven to markets or railheads. When streams barred the way, sheep required special bridges. Specially trained wethers or goats led the crossings. Courtesy, Photographic Bureau, University of Oregon.

though the meek might inherit the earth, if they carried loaded 30-30's, shot first, and then talked humbly, they and their sheep stood a better chance of living to collect the inheritance.

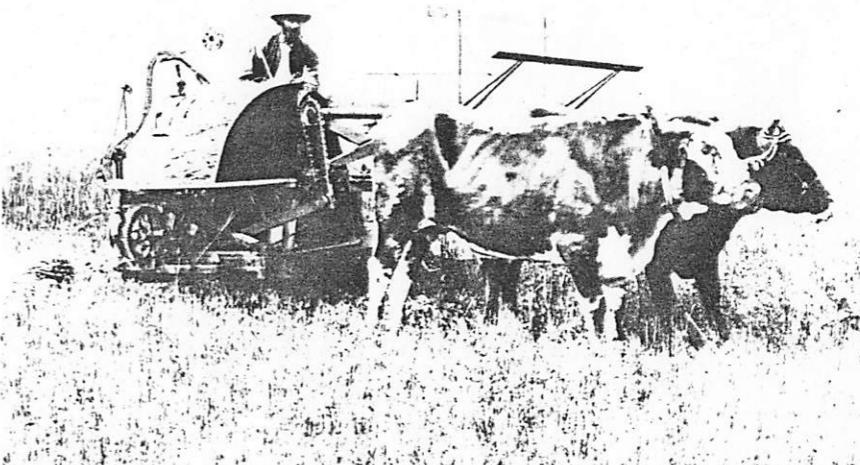
The sheepmen, in common with the ranchers, had the problem of getting their animals to railheads or markets. The sheep drives began, as did the cattle drives, shortly after the Civil War. Most of the sheep, in herds numbering as many as 7,500, were trailed eastward from California and Oregon, some to the Rocky Mountain mining camps, but most to the feedlots and railheads of Kansas, Nebraska, and Minnesota (St. Paul). As the railroads moved westward, the trails grew shorter.

The number of "woolies" trailed eastward during the period from 1865 to 1900 was about 15 million. Many difficulties were involved in the driving of sheep such great distances, over mountains and deserts and through the domain of hostile cattle-men. Yet the success of these drives guaranteed the ascendancy of

constructed barns and other structures in like manner, and even used sod occasionally for building fences.

Thirsty plainsmen knew that water was a farmer's salvation. Only a few lucky farmers on the Great Plains possessed land adjoining rivers or streams, and they faced the danger of spring floods. Until well-drilling machinery came into common use in the 1880's, the rest had the problem of getting any water at all—even for drinking and for the farm animals. Water was hauled to outlying farms in barrels; it was collected in ponds and in cisterns. Impure ground water caused epidemics of "prairie fever," or typhoid.

While bonanza farmers worked extensive fields of wheat, small landholders improved their harvests with a Marsh self-binder, drawn by oxen. Across the expanding wheat country in the 1870's sodbusters bought the newly invented agricultural machinery, in a variety of types and models. Photograph by F. Jay Haynes. Courtesy, Alfred A. Knopf, Inc., and The Haynes Foundation.



From the beginning, Plains farming required improved machinery. Without a new type of plow to replace the cast-iron plow the prairie sod could not even be broken. John Deere answered this need: by 1857 more than 10,000 of his steel plows, invented in

the members of the association, and for a time it seemed likely that every head of stock owned by the large companies in Wyoming would be slaughtered. The Johnson County War and its disastrous outcome demonstrated to cattlemen that range wars were not the solution to their problems.

OVEREXPANSION

The closing of the cattlemen's frontier was finally brought about, not by barbed wire or by homesteaders, but by overexpansion and nature. Until about 1885 most of the larger outfits were returning at least a paper profit despite the crowding of herd upon herd, absentee and often inefficient management, and wholesale thievery. That year the arrival of 200,000 cattle from the Indian Territory, removed from the Cheyenne-Arapaho Reservation by proclamation of President Cleveland, smothered the already crowded ranges of Kansas, Colorado, and the Texas Panhandle.

The year 1886 was one of crisis. Ranchers in the Southwest, who had suffered heavy losses the preceding winter, unloaded what was left of their herds on the falling market. The editor of the *Rocky Mountain Husbandman*, noting that the market was growing weak-

Branding scene. After the ropers and heelers got the calf in position, the brander applied the iron and another puncher slit the ears for further identification. Despite Hollywood prototypes, these cowboys seemed to find suspenders more helpful to their work than sixguns. Courtesy, National Archives.



er by the day, advised that "it would be better to sell at a low figure than to endanger the whole herd by having the range overcrowded." The summer of 1886 was hot and dry. The grass withered and streams disappeared. Cattle were in exceptionally poor condition for the coming winter. Some ranchers forestalled disaster by driving their herds across the Canadian border and leasing new grazing lands. Others shipped cattle to Iowa and Nebraska for fattening.

THE WINTER OF 1886-87

Then came the catastrophic winter of 1886-87, probably the most severe ever experienced on the Plains. The storms came early. A chinook that blew up from the south in January, melting snow and bringing hope, was immediately followed by a howling blizzard. Cattle, driven by a merciless wind, piled up against fences and died by the thousands. A numbing cold followed the storm, and the thermometer dropped out of sight. Cowboys, imprisoned for weeks around bunkhouse stoves, dared not think of the starving, freezing herds, helpless to find food or shelter.

When spring finally came, cattlemen saw a sight that they spent the rest of their lives trying to forget: Carcass piled upon carcass, gaunt cattle staggering about on frozen feet, and trees stripped bare of their bark. Perhaps the most expressive description of the catastrophe is artist Charlie Russell's celebrated painting "The Last of the 5,000," which shows a single, starving cow in deep snow, a hungry coyote waiting nearby. Rancher Granville Stuart said that the cattle business, which "had been fascinating to me before, suddenly became distasteful," and estimated his loss at 66 percent of his herd. Most stockmen had severe losses: many were wiped out.

The range was still as good as ever, and stood an excellent chance of recovering from the overgrazing. But cattlemen had lost their confidence—the unshakable optimism that had lured them into taking chances in the expectation of wealth. Outside capital, freely supplied in the days of easy profits, low operating costs, and rapidly expanding herds, was no longer available. Those cattlemen who remained in business did so by developing new methods. All realized that they had been mistaken in believing that the grass of the open range was sufficient to build a lasting empire.

stocked the Elkhorn Ranch. Soon he became an influential cattleman, though he had a small number of cattle compared to many ranchers in the area, and was elected to lead the local livestock association. Meantime he continued his study and writing. He wrote much of his *Life of Thomas Hart Benton* while residing at the Elkhorn Ranch. One of his neighbors was the Marquis de Mores, a French nobleman who founded the town of Medora.

Along with most cattlemen, Roosevelt suffered severe losses in the disastrous winter of 1886-87. Probably 60 percent of his herd perished—and with it most of his large investment. Yet he continued to visit the ranch every few years until 1898, when he sold out just before leaving for Cuba with the Rough Riders.

Years later Roosevelt wrote, "I have always said I never would have been President if it had not been for my experience in North Dakota." Certainly he always regarded his life on the range as an idyllic interlude, a place where "the romance of my life began." He admired the rough virtues and the rugged integrity of the men with whom he rode in the Dakotas, and from them he drew his inspiration for organizing the Rough Riders—the group that made him famous and furthered his political career.

Established by Congress in 1947, the memorial park consists of about 110 square miles. It is divided into three units: the South Unit, near Medora; the North Unit, near Watford City; and the Elkhorn Ranch site, along the Little Missouri River west of and about midway between the other two units. The Elkhorn Ranch site is accessible only by rough dirt road, and local inquiry should be made before attempting to reach it. Neither the ranch-house nor any other original buildings remain at the site today, but a diorama at the Medora visitor center is an accurate reproduction. The site has been excavated and nearly all the original Elkhorn Ranch features have been located.

Motorists entering the South Unit at the Medora entrance should first stop at the visitor center, which features exhibits on the history and natural history of the park. Also located at the Medora entrance is the Maltese Cross cabin, which has been authentically

reconstructed. The North and South Units. The badlands landscape in the park has great scenic beauty and is of geologic interest—table-lands, buttes, canyons, and rugged hills. Although the climate is semiarid, much interesting plantlife may be seen. Of special interest among the animal life is a small herd of buffalo that has been introduced in the park.

5. Fort Vancouver National Historic Site, Washington

Location: Clark County, in the area bounded by East and West Reserve Streets, Vancouver; address: Vancouver, Wash. 98661.

This fort served for two decades as the headquarters and depot for all activities of the Hudson's Bay Company west of the Rocky Mountains. As such, it was the economic, political, social, and cultural hub of an area now comprising British Columbia, Washington, Oregon, Idaho, and western Montana.

Fort Vancouver, founded in the 1820's by the Hudson's Bay Company, served as headquarters and depot for all activities of the company west of the Rocky Mountains. For two decades it was one of the most important settlements in the Pacific Northwest and pioneered in wide-scale agriculture. This photograph is from a watercolor made about 1845 by an unknown artist and now part of the Coe Collection of Western Americana, Yale University.



building. Within a year the mint had become the principal one in the Nation. For example, out of a national total of \$83,888,900 in gold and silver coined in 1877, it accounted for about \$50 million. Thereafter coinage began to fall off because of declining gold and silver production, and averaged only about \$22 million per year between 1884 and 1892. Minting operations continued at the Old Mint until 1937, when they were transferred to a new building in San Francisco.

Present Appearance. Designed by the noted architect Alfred B. Mullet, the Old Mint was constructed in the classic tradition of public buildings of that day at a cost of \$2,358,636. The massive structure, two stories high above a raised basement, measures 220 by 160 feet and is built around an interior courtyard. The concrete foundation is 5 feet thick, and the exterior brick walls 3 feet thick. For this reason the building was one of the few in San Francisco to survive the earthquake and fire of 1906. In 1939 the Government remodeled it for use as an office building. This involved the installation of temporary partitions, modern lighting, and other improvements. In spite of these changes, the basic exterior and interior design remains unaltered, and the Old Mint is one of the finest examples of Federal architecture of the period in the West.⁸

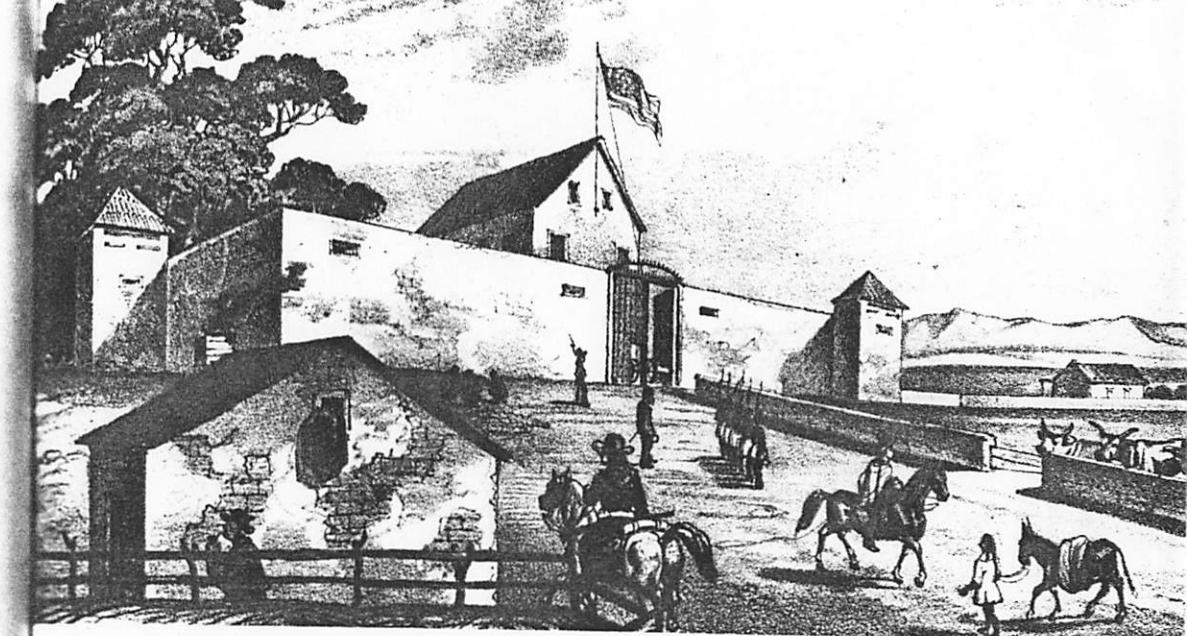
9. Sutter's Fort, California

Location. Sacramento County, 28th and L Streets, Sacramento.

Ownership and Administration. State of California; Division of Beaches and Parks.

Significance. This fort was the headquarters of an agricultural colony, managed by John Augustus Sutter, that figured prominently in the early agricultural development of California, during the period 1840-48. Sutter, a Swiss-German, arrived in the United States in 1834. Four years later he traveled with a caravan of fur traders to Fort Vancouver, and then sailed to the Hawaiian Islands. From there he took passage on a trading vessel and, after visiting the Russian colony at Sitka, Alaska, came to San Francisco in 1839 planning to develop a vast empire in the California wilderness.

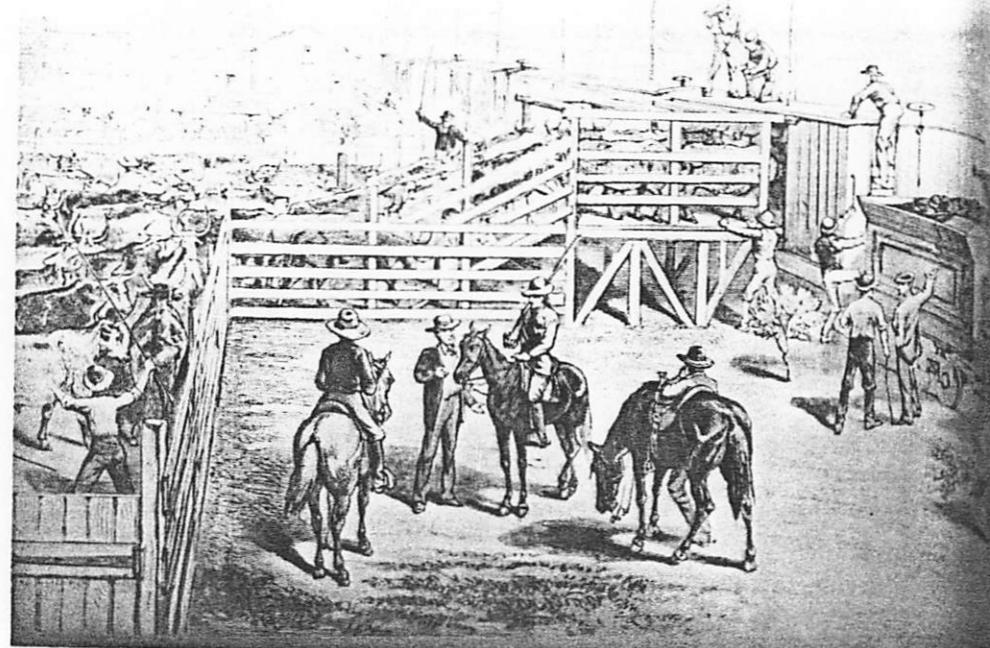
In 1840 Sutter became a naturalized Mexican citizen. The following year he obtained from the Mexican Government a provi-



Around Sutter's Fort grew the farming colony of New Helvetia, important in the early agricultural development of California. John Augustus Sutter, Swiss-German immigrant who was naturalized a Mexican citizen in 1840, was ruined after the discovery of gold on his property near Coloma. This lithograph is from a sketch made in 1847 by John W. Revere, a U.S. Navy officer. Courtesy, Bancroft Library, University of California.

sional grant of 11 square leagues of land (48,818 acres) and purchased Fort Ross and its equipment from the Russians. His herds then totaled 4,500 head of cattle, 1,500 horses, nearly 2,000 sheep, and a large number of hogs. American employees at New Helvetia, as the colony was called, supervised approximately 200 Indians. In 1842 the Indians planted the first crops. By 1845 Sutter controlled ranches, a tannery, gristmill, spinning and weaving shops, a hat factory, a blacksmith shop, a carpenter shop, a shoemaker shop, sawmills, and a salmon saltery.

For his headquarters and protection from the Indians, during the period 1841-44 Sutter constructed a large quadrangular adobe fort near the confluence of the American and Sacramento Rivers



Artist's sketch of the Abilene railhead in 1867. During that first year about 35,000 head of cattle moved eastward. Courtesy, University of Illinois Library.

75. Abilene, Kansas

Location: Dickinson County.

Abilene was the first of the great Kansas cowtowns. When the Kansas Pacific Railroad reached it in 1867, a few Texans began to drive Longhorns northward over the Chisholm Trail to the Abilene railhead. Joseph G. McCoy, an Illinois cattleman who recognized the economic potential of the Texas cattle drives, built stockyards in Abilene to accommodate 3,000 cattle. He advertised the market at Abilene throughout Texas, and soon cowboys were driving thousands of cattle northward.

At Abilene, a wild town during the 1860's, the newly paid cowboys spent their money in the gambling establishments, dancehalls, and saloons. After the town incorporated in 1869 a series of sheriffs attempted to maintain law and order. The mild-mannered but courageous Tom Smith was followed by the flamboyant "Wild Bill"

Hickok, one of the best known gunmen in the West and a hero of Eastern writers. In 1871, when the Santa Fe Railway extended its line from Emporia to Newton, the latter succeeded Abilene as the terminus of the Chisholm Trail.

Today Abilene is a prosperous modern town. A boulder on the post office lawn memorializes the terminus of the Chisholm Trail, over which more than 3 million head of cattle were driven in the 1860's and 1870's.

76. Dodge City, Kansas

Location: Ford County.

In 1871 H. L. Sitler constructed a sod house 5 miles west of Fort Dodge on the site of Dodge City, which later became "Queen of the Cowtowns." He invested in cattle, and his homestead became a stopping place for freighters and buffalo hunters. Later the same year Charles Myer built a trading post nearby and traded with the hunters. In 1872 a railroad construction company established headquarters at the site, and soon a clutter of tents and shacks constituted "Buffalo City." Later the same year a townsite was laid out and called Dodge City for the nearby fort.

After the buffalo were killed off, the cattle industry began. Within a decade after the Santa Fe Railway reached Dodge City in 1872, the town became the last of the four great cattle railheads in Kansas. Unlike Abilene, Newton, and Wichita, which were termini of the Chisholm Trail, Dodge City was on the Western, or Dodge City, Trail, which ran to Ogalalla, Nebr. Texans drove vast herds of Longhorns to the Dodge City railhead. The saloons and dancehalls were the scenes of numerous brawls and shootings. Law enforcement officers such as Bat Masterson, Wyatt Earp, and Bill Tilghman sought to maintain law and order.

When the era of the great cattle drives ended, homesteaders took over and the economy became based on agriculture. Dodge City of today, a modern city of 12,000 population, bears little resemblance to the 19th-century town.



Modern view of Horsehead Crossing, Texas, well-known landmark on the Goodnight-Loving Trail, used not only by Texas cattle drovers but also by Indians, forty-niners, emigrants, surveyors, and U.S. Army troops.

Loving Trail, but it was known and used long before the Texas cattle drives, perhaps even by early Spanish explorers. It was traversed by Indians following the Great Comanche War Trail to and from Mexico; forty-niners, emigrants, and surveyors; passengers on the Butterfield Overland Mail route; Texas cattlemen driving herds to California to feed the miners after the 1849 gold rush; U.S. Army troops transporting supplies to military posts and Indian agencies in Arizona and New Mexico; and Texas cowboys driving feeder stock to the northern and western ranges over the Goodnight-Loving Trail. Charles Goodnight and Oliver Loving had blazed the trail in 1866 from central Texas into New Mexico and Colorado Territories.

In private ownership today, the crossing is in much the same condition as it was in cattle-drive days. Isolated from main travel routes, it is virtually lost in the barren desert.

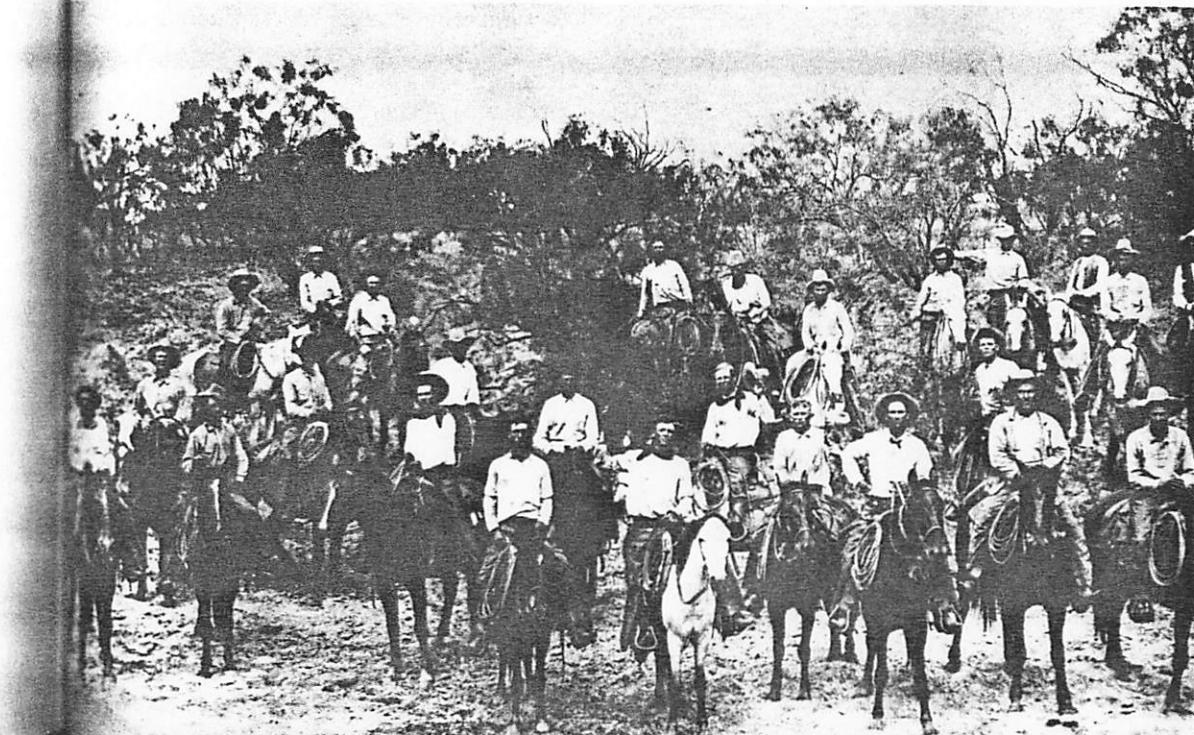
146. Matador Ranch, Texas

Location: Motley County, on U.S. 62, about 3 miles south of Matador.

This ranch was founded in 1879 when H. H. Campbell and A. M. Britton formed a partnership, acquired range rights from a buffalo hunter, and bought 8,000 head of cattle. Prospering until 1882, they sold the ranch to the Matador Land and Cattle Company, Ltd., of Dundee, Scotland. Under the management of Murdo Mackenzie, the Matador became one of the largest enterprises in Texas. By 1910 the company owned 861,000 acres in Texas and had leased another 650,000 acres to the north. Some 66,000 head of cattle stocked these ranges. During a time of heavy British investment in American cattle, the Matador was one of the most successful of the British-owned ranches. In 1951 Lazard Brothers, an American syndicate, bought the ranch, which has since been subdivided.

The core of the old ranch, occupying 190 sections, is now owned by Fred C. Koch of Wichita, Kans. Only four buildings now

Group of Matador Ranch cowhands. Texas cowboys made substantial contributions to the open range cattle industry. Courtesy, Russel Jones, Photographer, Jacksboro, Texas.



dancehall people, and buffalo hunters; and had become the county seat of the newly organized Wheeler County. A damaging storm in 1898 and failure to obtain railroad service caused the town to decline, and in 1907 Wheeler gained the county seat. When the Panhandle and Santa Fe Railroad bypassed Mobeetie in 1929, a new town sprang up 2 miles to the north, and the old one became a ghost town. The stone jail, built in 1886, is the principal surviving building.

148. T-Anchor Ranch, Texas

Location: Randall County, on U.S. 87, just north of Canyon.

The second ranch in the Texas Panhandle, established the year after the JA Ranch, the T-Anchor was founded in 1877 by Leigh Dyer, brother-in-law of Charles Goodnight. Dyer used timber from Palo Duro Canyon to construct the first log cabin in the Panhandle. The following year he sold the ranch to the firm of Gunter, Munson, and Summerfield, which in 1883 sold it to an English firm, the Cedar Valley Lands and Cattle Company. At the time the T-Anchor consisted of 225 sections of land and 24,000 head of cattle. In 1902 the owners divided the ranch into small sections and sold them to farmers and ranchers.

Early ranches were primitive by today's standards. The T-Anchor Ranch was founded in 1877 by Leigh Dyer, a brother-in-law of Charles Goodnight. The ranchhouse is preserved by the Panhandle-Plains Historical Society of Canyon, Texas.



Hard-working cowhands always welcomed mealtime. Scene on the Matador Ranch, Texas, about 1900. Courtesy, Russel Jones, Photographer, Jacksboro, Texas.

147. Mobeetie (Old), Texas

Location: Wheeler County, on Tex. 152, about 30 miles east of Pampa.

Mobeetie was an active trading and social center of the cattle country in the Texas Panhandle. In the 1880's it vied with Tascosa for the reputation of the toughest town in the region. Originating as a trading post in 1875 to serve the troops at nearby Fort Elliott, by 1879 it had grown into a village, populated largely by gamblers,



international reputation. In 1872 British capitalists purchased it and again renamed it, as the Emma Silver Mining Company, Ltd., of London. That same year, however, cave-ins rendered the mine worthless.

The population of the town at the time was 5,000, and it included 2 breweries, 6 sawmills, and 26 saloons. After the Emma failed, most of the miners remained to work other veins. Between 1871 and 1877, the mines yielded more than \$13 million in ore. In 1893, because of the decline in silver prices, mine after mine closed down. Several avalanches in the 1880's destroyed much of the town, but in 1904 prospectors found a new ore body and the town came back to life. Today it is a modern ski resort and has few remains from the mining days.

152. Bingham Canyon, Utah

Location: Salt Lake County, on Utah 48, about 20 miles southwest of Salt Lake City.

As early as 1848 Mormons discovered gold and silver deposits in

Mining operations at Bingham Canyon, Utah. Loaded cars traveled from mines in the canyon by gravity to the smelter and depot in the valley. Horses pulled the empty cars back up to the mines. Courtesy, Utah State Historical Society.



this canyon, but church officials feared the inevitable rush and prohibited dissemination of the information. In 1862, however, Col. Patrick E. Connor, Army commander of the District of Utah, learned of gold, silver, and lead deposits in the canyon and promptly broadcast the news. Prospectors rushed in and staked out the mining camp of Bingham Canyon. By 1870 the gold placers had given out, but completion of a railroad into the canyon made lode operations for silver and lead profitable. The drop in silver prices in 1893 brought silver and lead mining to a standstill, but a subsequent rise in the price of copper led to renewed interest in the district. In 1903 the Utah Copper Company was organized. Using open-pit mining methods, it has been operating in the canyon ever since. Today the town of Bingham Canyon looks like many other mountain mining towns. A single main street meanders up the canyon between houses perched on the flanking slopes.

153. Cove Fort, Utah

Location: Millard County, on U.S. 91, about 30 miles south of Fillmore.

Cove Fort, like Pipe Spring, was established under the direction of Brigham Young as a way station for travelers between the Mormon settlements of southern Utah and northern Arizona. Erected in 1867 by Ira N. Hinckley, it lay on a heavily traveled road that linked Salt Lake City with the Virgin River Valley of northwestern Arizona. Nearby Cove Creek supplied water for irrigating the truck gardens that provided produce. Constructed of basalt blocks laid with lime mortar, the fort consists of two rows of five rooms facing each other across a closed courtyard, whose walls are equipped with loopholes and firing parapets. It is open to the public.

154. Goodyear Cabin, Utah

Location: Weber County, Tabernacle Park, Ogden.

This cabin commemorates the activities of mountain man Miles Goodyear, who founded the first permanent settlement by whites

in Utah west of the Wasatch Mountains, and was one of the first to carry on agricultural pursuits. It was part of a trading post called Fort Buenaventura, which in 1846 Goodyear established on the Weber River on the site of Ogden. When the Mormons arrived in the Great Salt Lake basin in 1847, they persuaded Goodyear to sell out. Capt. James Brown and his family, the new occupants, extended Goodyear's cultivated acreage. A cottonwood log cabin that once was a part of Fort Buenaventura is still standing. It has been moved from the original site, near the Union Pacific depot in Ogden, to Tabernacle Park.

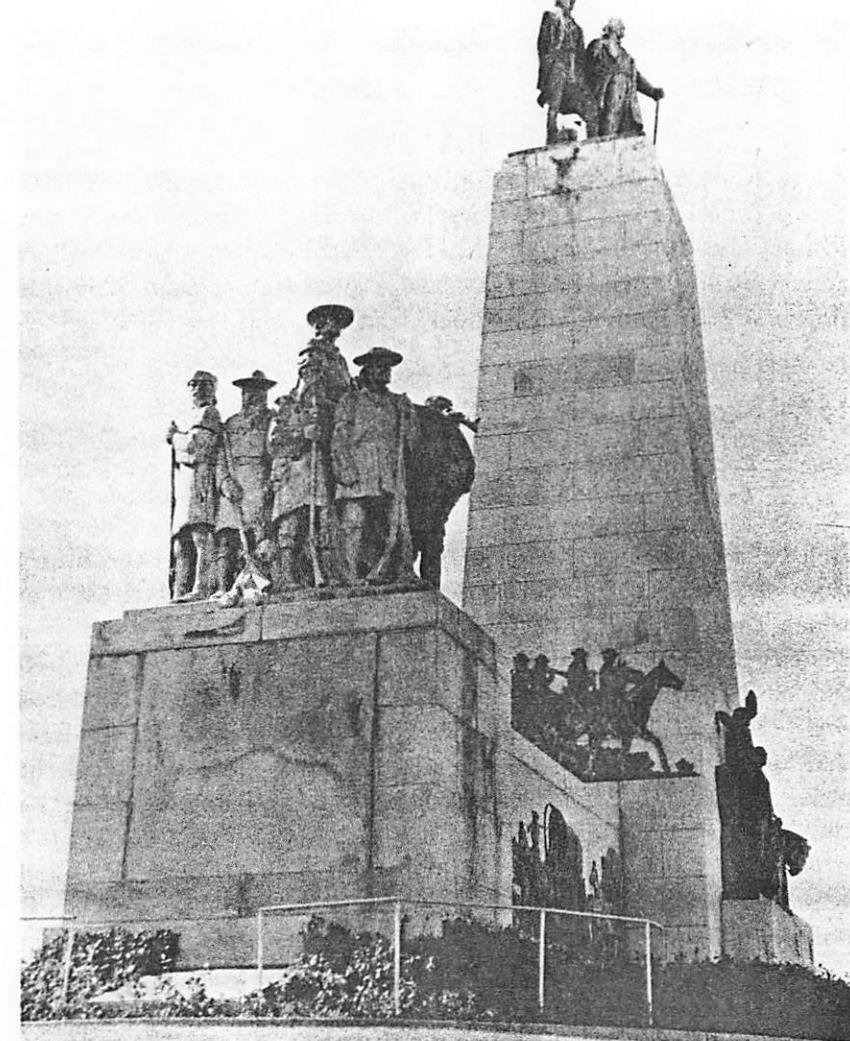
155. Mormon Irrigation Sites, Utah

Location: Salt Lake County, Salt Lake City.

The Mormons were the first Anglo-Saxons to irrigate extensively in the West and make the desert bloom. They introduced irrigation wherever they settled and influenced others to do likewise. Arriving in the Great Salt Lake basin in 1847 and finding the soil too dry to plow, they immediately built a dam at one of the two nearby creeks flowing down from the Wasatch Mountains and diverted the water to their fields. Soon the farms prospered.

Rejecting the English common law system of riparian rights and drawing on the Spanish Doctrine of Appropriation, the Mormons developed a policy of land survey and distribution of water based on individual need and capacity. All fields adjoined an irrigation ditch connected with the main creek. A committee planned the principal ditches, whose construction was participated in by all users on the basis of the amount of land tilled. Each farmer then dug smaller trenches to his own plot. The church rigidly controlled use of the water, and each farmer received just enough for his needs.

The original irrigation sites, along what is now City Creek in downtown Salt Lake City, have been obliterated. In the heart of the city, however, stands a monument, executed by the Utah sculptor Mahonri Young, commemorating the Mormon irrigation achievement.



Pioneer Monument, at the mouth of Emigration Canyon, Salt Lake City, pays tribute to all Utah pioneers, especially the hardy Mormons who settled in the Great Basin and made it bloom.

156. Park City, Utah

Location: Wasatch County.

In 1869 some soldiers stumbled onto silver, lead, and gold deposits near the site of this town. The following year they opened the Flagstaff Mine, and miners poured into the area. A line of tents and shacks at the bottom of Provo Canyon became the camp of Park City. The Ontario Mine, staked out in 1872, brought in sub-

international reputation. In 1872 British capitalists purchased it and again renamed it, as the Emma Silver Mining Company, Ltd., of London. That same year, however, cave-ins rendered the mine worthless.

The population of the town at the time was 5,000, and it included 2 breweries, 6 sawmills, and 26 saloons. After the Emma failed, most of the miners remained to work other veins. Between 1871 and 1877, the mines yielded more than \$13 million in ore. In 1893, because of the decline in silver prices, mine after mine closed down. Several avalanches in the 1880's destroyed much of the town, but in 1904 prospectors found a new ore body and the town came back to life. Today it is a modern ski resort and has few remains from the mining days.

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Mining operations at Bingham Canyon, Utah. Loaded cars traveled from mines in the canyon by gravity to the smelter and depot in the valley. Horses pulled the empty cars back up to the mines. Courtesy, Utah State Historical Society.



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154. Goodyear Cabin, Utah

Location: Weber County, Tabernacle Park, Ogden.

This cabin commemorates the activities of mountain man Miles Goodyear, who founded the first permanent settlement by whites

Location: Yakima County, Sunnyside City Park, 4th Street and Grant Avenue, Sunnyside.

Benjamin E. Snipes, one of the early cattle kings of Washington, was a North Carolinian who arrived in 1854 at The Dalles, Oregon Territory. The following year he acquired a small herd of cattle from an Army captain at Fort Dalles and obtained a range in the Horse Heaven Hills in Washington Territory. Four times—in 1856, 1861, 1862, and 1863—he made 800-mile drives to the mines in British Columbia to sell his beef to the gold seekers. He supplied U.S. Army Forts Dalles, Simcoe, and Walla Walla. To feed his cattle during the winters, he developed a series of hay ranches between the Yakima and Columbia Rivers, so situated that his control of the water gave him uncontested use of thousands of acres of public land.

In 1864 Snipes married and 3 years later built a fine two-story brick house at The Dalles, which fire destroyed in 1886. That same year he began investing heavily in Seattle real estate, and built and resided in a large home at 11th and Madison Streets. Next venturing into banking, he established banks at Ellensburg and at Roslyn. The Panic of 1893 swept away his fortune, estimated at \$1 million, and he returned to The Dalles, where he died in 1906.

Snipes' ranching headquarters had been located on the north bank of the Yakima River at the base of Snipes Mountain, about 8 miles southwest of Sunnyside. The original ranchhouse, erected in 1859, was a crude one-story log cabin, which had mud-plastered walls and a sod roof. Removed from its original site, it is now exhibited in Sunnyside City Park.

167. Atlantic City, Wyoming

Location: Fremont County, on an unpaved road, about 22 miles south of Lander.

One of the most significant mining camps in Wyoming, Atlantic City sprang up in 1868, the year after prospectors from nearby

300 prospectors were living in a camp on Rock Creek that came to be known as Atlantic City. Surrounded by gold lodes and placers, the town grew to a population of 2,000, and boasted Wyoming's first brewery and an opera house. Because of Indian depredations, the residents demanded a garrison, and in 1870 the U.S. Army established Fort Stambaugh, about 1½ miles away. By 1878, however, the town had been abandoned, even though seven mills were still in operation. Today the gray, weathered buildings are deserted and vacant.

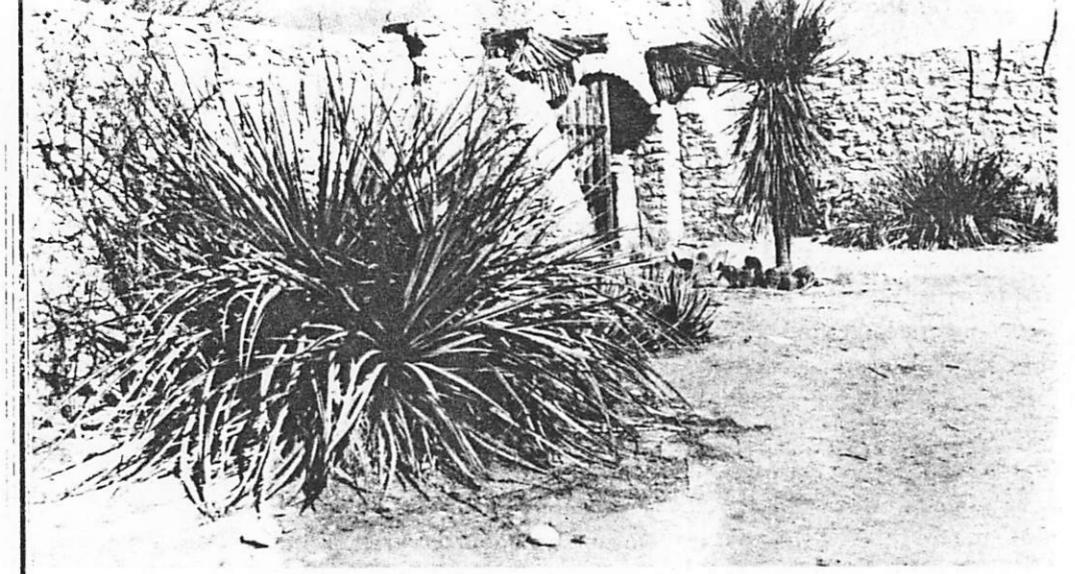
168. Cheyenne, Wyoming

Location: Laramie County.

Cheyenne, the cow capital of Wyoming, originated in 1867, when the Union Pacific Railroad selected it as a company townsite. Settlers rushed in even before the railroad began to sell building plots. Within a matter of months, the population was 4,000, and thousands of tents, shacks, dugouts, and covered wagon boxes lined the

Main street of Cheyenne, Wyoming Territory, in 1869, the same year that the first Texas Longhorns arrived. A typical cowtown, Cheyenne boomed after the Union Pacific Railroad founded it, in 1867. Courtesy, National Archives.





In 1757, the Spanish founded this presidio, San Luís de las Amarillas, to protect nearby San Sabá Mission. In 1758, Comanches destroyed the mission, and, in 1769, the Spanish abandoned the presidio. The presidio has been partially restored.

three inhabitants survived.

Although the presidio was maintained until 1769, the mission was never rebuilt. No remains of the mission are extant, but the presidio has been partially restored on the original foundations. The State of Texas is considering a proposal that the present San Sabá Historic Park, containing the ruins of the restored presidio, be connected by a scenic drive to the nearby frontier post, Fort McKavett, and redesignated the San Sabá River State Historic Park.

133. Spanish Fort Site, Texas

Location: Montague County, both sides of Red River, near village of Spanish Fort.

An important village of the Taovayas, a band of the Wichitas, was located at this site in the latter half of the 17th and most of the 18th centuries. The Wichitas were known as early as the time of Coronado, but the first known reference to the Taovayas was made in 1719 by Bernard de la Harpe, a French trader, who encountered them on the

Canadian River in present Oklahoma. They were among the tribes who in 1758 destroyed San Sabá Mission; this resulted in Diego Ortiz Parilla's retaliatory expedition the following year. The Taovaya village—protected by a stockade and moat, armed with French guns, and displaying a French flag—repulsed the Spaniards. A smallpox epidemic in 1812 decimated the village, and the survivors joined other groups of Wichitas. The site is located in privately owned cottonfields, and few surface remains are apparent. In 1936, the Texas Centennial Commission erected a marker near the site.

134. Crossing of the Fathers (lost site), Utah

Location: Kane and San Juan Counties, 1½ miles below Ute Ford, in Glen Canyon of the Colorado River.

The Domínguez-Escalante expedition, consisting of the 2 fathers and 12 companions, discovered and used the ford now known as the Crossing of the Fathers on November 7, 1776, after searching 2 weeks for a way to cross the Colorado River. The party, on the trail for 5 months, had unsuccessfully attempted to blaze a trail through Colorado, Utah, and Arizona to connect New Mexico with the missions and settlements of California; and was forced to return to Santa Fe by the lateness of the season. The steps its members chiseled into the canyon wall on their return trip were still visible until recently, when completion of the Glen Canyon Dam submerged these last vestiges of an important Spanish exploration in the Lake Powell Reservoir.

135. Chimney Point, Vermont

Location: Addison County, at the Champlain Bridge, on Vt. 17, about 8 miles southwest of Addison.

Chimney Point is a promontory in Lake Champlain, where Samuel de Champlain reportedly stood in 1609, after a battle with the Iroquois Indians on the western shore of the lake, and gave his name to the beautiful inland sea stretching before him. The battle marked the beginning of continued hostilities between the Iroquois and the French. In 1690, a French expedition under Jacobus de Warm built a small, temporary fort at the site, but the first important settlement was made in 1730 by some French colonists, who renovated the fort and renamed it Fort de Pieux.